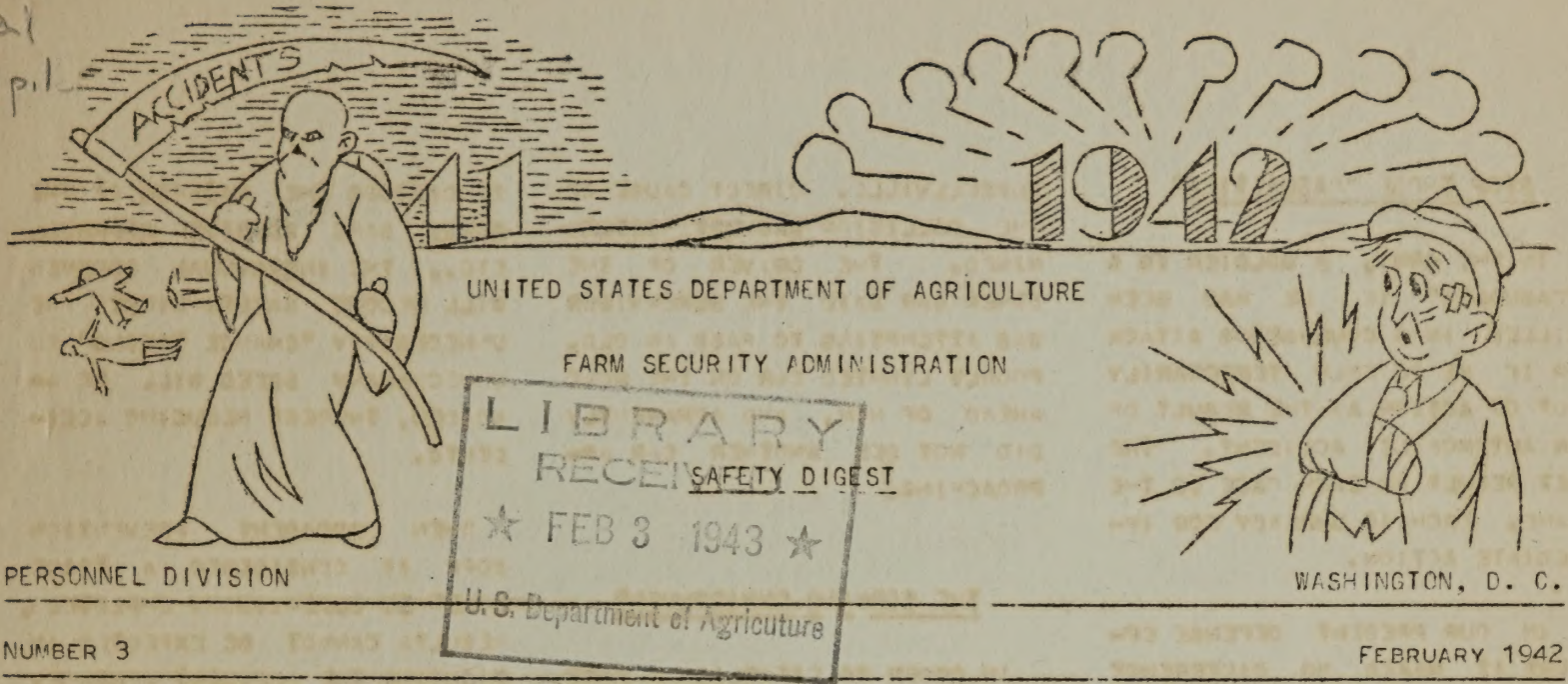


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1941 ACCIDENT TOLL

ACCIDENTS ROLLED UP THIS TOLL IN THE UNITED STATES LAST YEAR:

KILLED—101,500 (INCLUDING 40,000 TRAFFIC DEATHS, AN ALL-TIME HIGH).

INJURED—9,300,000.

THE COST—\$3,750,000,000.

THE NATIONAL SAFETY COUNCIL, WHICH ANNOUNCED THE FIGURES TODAY, GAVE THIS ILLUSTRATION OF HOW THEY AFFECT THE NATION'S WAR EFFORT:

FATALITIES IN THE 20-45 YEAR SELECTIVE SERVICE AGE BRACKET TOTALLED 26,000—EQUAL TO THE DESTRUCTION OF NEARLY TWO ARMY DIVISIONS.

APPROXIMATELY 18,000 WORKERS DIED IN OCCUPATIONAL ACCIDENTS AND ANOTHER 29,000 WERE KILLED IN OFF-THE-JOB ACCIDENTS—A LOSS OF MANPOWER SUFFICIENT TO BUILD 20 BATTLESHIPS, 200 DESTROYERS AND 7,000 HEAVY BOMBERS.

TRAFFIC ACCIDENT DEATHS ALONE WERE GREATER IN EACH OF NINE MONTHS IN 1941 THAN TOTAL CASUALTIES IN THE PEARL HARBOR ATTACK.

THE DEATH TOLL WAS THE THIRD LARGEST ON RECORD AND 5 PER CENT ABOVE THE 95,885 DEATHS IN 1940. THERE WERE 110,052 ACCIDENTAL DEATHS IN 1936 AND 105,205 IN 1937.

"INCREASED ACTIVITY IN ALL FIELDS—LARGELY ATTRIBUTABLE TO THE EVER-INCREASING TEMPO OF NATIONAL DEFENSE—WAS THE KEY TO THE GREATER ACCIDENT TOLL" THE COUNCIL SAID.

THE RECORD 40,000 DEATHS IN MOTOR VEHICLE ACCIDENTS WAS 16 PER CENT ABOVE THE 34,501 FIGURE IN 1940 AND 357 ABOVE THE PREVIOUS HIGH OF 39,643 IN 1937. TRAFFIC ACCIDENTS ALSO RESULTED IN APPROXIMATELY 1,400,000 NON-FATAL INJURIES, ABOUT 110,000 OF WHICH CAUSED PERMANENT DISABILITY. DIRECT ECONOMIC LOSS WAS ESTIMATED AT \$1,800,000,000. WITH DEATHS

FROM THIS CAUSE UP 16 PER CENT AND TRAVEL ONLY 11 PER CENT GREATER, THE MILEAGE DEATH RATE ROSE 4 PER CENT.

OCCUPATIONAL FATALITIES CLIMBED 6 PER CENT FROM 17,000 IN 1940 TO 18,000. HOME ACCIDENT DEATHS DROPPED 3 PER CENT FROM 33,000 TO 32,000 AND PUBLIC FATALITIES (EXCLUDING TRAFFIC) DECLINED 3 PER CENT FROM 15,000 TO 14,500.

THE TOTAL OF 9,300,000 INJURED IN ACCIDENTS WAS ABOUT 200,000 GREATER THAN IN 1940 AND MEANT THAT ONE OF EVERY 14 PERSONS IN THE UNITED STATES SUFFERED A DISABLING INJURY.

FOUR FATAL CRASHES IN SCHEDULED AIR LINES CAUSED 35 PASSENGER AND 9 PLANE CREW DEATHS. THE PASSENGER DEATH RATE OF 2.4 PER 100,000,000 MILES WAS 23 PER CENT BELOW THE 1940 RATE OF 3.1 AND WITH THE EXCEPTION OF THE 1.2 RATE IN 1939, THE LOWEST ON RECORD.

(FROM ASSOCIATED PRESS RELEASE)

* EVERY DAY IS JUDGMENT DAY; USE A LOT *
* OF IT IN 1942 AND PREVENT ACCIDENTS *

STOP THOSE "CASUALTIES"

IN THE ARMY, A SOLDIER IS A "CASUALTY" IF HE HAS BEEN KILLED IN A COURAGEOUS ATTACK OR IF HE IS ONLY TEMPORARILY OUT OF ACTION AS THE RESULT OF AN AUTOMOBILE ACCIDENT. THE NET RESULT IN EACH CASE IS THE SAME. EACH IS UNREADY FOR IMMEDIATE ACTION.

IN OUR PRESENT DEFENSE EFFORT IT MAKES NO DIFFERENCE WHAT TAKES A WORKMAN AWAY FROM HIS SHOP OR FACTORY. THE FACT THAT HE IS NOT THERE ON THE JOB IS WHAT HURTS.

INDUSTRY, YEARS AGO, LEARNED THAT IT PAYS TO HAVE SAFETY ON THE JOB, AND IT IS WELL FOR US TO REMEMBER THAT FOR EVERY PERSON KILLED LAST YEAR WHILE WORKING IN THE NATION TWO OTHERS MET DEATH ON THE STREETS AND HIGHWAYS.

THE WORKMEN KILLED OR INJURED ON THE JOB TODAY IS A DEFENSE "CASUALTY," BUT SO IS THE ONE KILLED OR INJURED WHILE OUT ON A SUNDAY DRIVE.
(FROM FLEET FLASHES)

SUPERVISOR KILLED IN AUTOMOBILE ACCIDENT

A DISTRICT FARM DEBT ADJUSTMENT SUPERVISOR AT HOPKINSVILLE, KENTUCKY, DIED DECEMBER 11, 1941, OF INJURIES RECEIVED IN AN AUTOMOBILE COLLISION NOVEMBER 8. A BOY AND TWO GIRLS IN THE OTHER CAR WERE INJURED. THE ACCIDENT HAPPENED JUST BEFORE DARKNESS, ON THE CLARKSVILLE PIKE, WEST OF

RUSSELLVILLE. DIRECT CAUSE OF THE COLLISION WAS NOT DETERMINED. THE DRIVER OF THE OTHER CAR SAID THE SUPERVISOR WAS ATTEMPTING TO PASS AN OLD, POORLY LIGHTED CAR ON THE ROAD AHEAD OF HIM, AND APPARENTLY DID NOT SEE ANOTHER CAR APPROACHING.

THE WORKING ENVIRONMENT

IN ORDER TO ESTABLISH A FIRM SAFETY PROGRAM, MUCH CONSIDERATION MUST BE GIVEN THE WORKING ENVIRONMENT. BUILDINGS AND MACHINES MUST BE MADE PHYSICALLY SAFE, SANITATION MUST BE MAINTAINED. DANGEROUS PROCESSES MUST BE PROTECTED OR ALTERED, SPECIAL PERSONAL PROTECTIVE EQUIPMENT MUST BE PROVIDED, AND EVERY POSSIBLE PHYSICAL CAUSE OF ACCIDENTS ELIMINATED. THIS MAY BE ACHIEVED BY USING THE RECOMMENDATIONS OF THE VARIOUS SAFETY SECTIONS. PLANS MUST BE CHECKED ON NEW LOCATIONS FOR SAFE OPERATIONS, AND ALL HAZARDS ELIMINATED BEFORE ACCIDENTS OCCUR OR PROPERTY DAMAGED. SUPERVISORY EMPLOYEES MUST ALWAYS BE ON THE ALERT FOR ACCIDENT OR FIRE HAZARDS AND AVAIL THEMSELVES OF THE EXCELLENT SAFETY SUGGESTIONS ADVANCED BY THE SAFETY ENGINEERS. THE INDIVIDUAL WORKMEN MUST ACCEPT SAFETY SUGGESTIONS FROM THE FOREMEN IN A SPIRIT OF CO-OPERATION.

IF SUPERVISORY EMPLOYEES INSIST UPON SAFE OPERATION AND HOLD REGULAR SAFETY MEETINGS

TO DISCUSS THE HAZARDS OF THE WORK, SAFE WEARING APPAREL, ETC., THE INDIVIDUAL WORKMEN WILL BECOME SAFETY MINDED AND UNNECESSARY "CHANCE TAKING" OR UNNECESSARY SPEED WILL BE AVOIDED, THEREBY REDUCING ACCIDENTS.

WHEN ACCIDENT PREVENTION WORK IS CONSIDERED A "SIDE LINE" BY SUPERVISORY EMPLOYEES, RESULTS CANNOT BE EXPECTED IN FIGHTING THE ACCIDENT MENACE. WHEN THESE EMPLOYEES FEEL IT IS A JOB THAT HAS BEEN "WISHED OFF" ONTO THEM, THEIR INTEREST IS ON THE SURFACE ONLY, AND THEY WILL DO JUST ENOUGH SAFETY WORK TO "GET BY."

THAT IS BAD ENOUGH, BUT THE WORST FEATURE IS THAT THOSE WORKING UNDER THESE SUPERVISORY EMPLOYEES TAKE THEIR CUE FROM THIS ATTITUDE AND BEFORE LONG, LITTLE OR NO THOUGHT IS GIVEN TO THE PROBLEM BY ANYONE. (FROM BORDEN SAFETY LETTER)

SUPERVISOR INJURED IN FALL

A FARMER AND HIS FAMILY MAY SAY THEY CAN SIDESTEP THE DANGER SPOTS IN THEIR OWN HOME. THE SUPERVISOR'S ANSWER IS TO POINT OUT THE DANGERS TO VISITORS. A COUNTY HOME SUPERVISOR TOOK HER DISTRICT SUPERVISOR TO CALL ON A FAMILY. AS THEY LEFT, A LOOSE BOARD ON THE PORCH FELL OFF ITS SUPPORT. THE DISTRICT SUPERVISOR FELL 18 INCHES TO THE GROUND, SPRAINING AND BRUISING BOTH ANKLES.

* * * * *
* A THOUGHT FOR SAFETY BEFORE, *
* IS WORTH TWO BEHIND THE ACCIDENT *
* * * * *

EXPERTS AT HOME

A MAN NEVER IS A HERO IN HIS HOME TOWN, THEY SAY. AND IT MIGHT BE ADDED THAT AN EXPERT AND CAREFUL WORKMAN OFTEN IS NO SUCH THING IN HIS OWN HOME, EITHER.

HOW ABOUT THE MASTER PLUMBER WHO TOLERATES LEAKY FAUCETS IN HIS OWN HOME? OR THE LAWYERS WHO DIE WITHOUT MAKING WILLS AND LEAVE THEIR ESTATES IN A MESS?

THEN THERE'S THE EXPERT WITH EXPLOSIVES WHO PERMITS HIS WIFE TO USE FLAMMABLE LIQUIDS FOR HER HOME DRY CLEANING THAT GIVE OFF EXPLOSIVE FUMES.

MANY OTHER SIMILAR CASES COULD BE ADDED TO THE LIST, BUT THE POINT IS THAT MANY, WHO ARE UNUSUALLY SAFE AND CAUTIOUS WORKMEN WHILE ACTUALLY AT WORK, FORGET ALL ABOUT SAFETY WHEN THEY GET HOME.

WHETHER A MAN WANTS TO TAKE HIS SAFETY HOME WITH HIM OR NOT, IS, OF COURSE HIS OWN BUSINESS. IF HE DOESN'T IT'S APT TO BE HARD ON THE HOME FOLKS, AND NOT QUITE FAIR TO THEM. IT DOESN'T MAKE SENSE THAT ACCIDENTS SHOULD OCCUR IN THE HOME OF A MAN WHOSE TRAINING AND EXPERIENCE HAVE TAUGHT HIM TO PREVENT AND AVOID ACCIDENTS AT THE PLANT.

BUT, OCCUR THEY DO, AND IN GREAT NUMBERS.

SAFETY WORK IN INDUSTRY HAS

PROGRESSED STEADILY THROUGH THE YEARS, ACTUALLY SAVING LIVES EVERY DAY. HOME ACCIDENTS, ON THE OTHER HAND, CONTINUE TO KILL AND INJURE PEOPLE AT AN ALMOST UNCHECKED RATE.

IF YOU'RE A SAFETY EXPERT AT THE PLANT, TRY YOUR HAND AT BEING ONE AT HOME. (FROM DELCO DOINGS)

HOME MANAGEMENT SUPERVISOR BITTEN BY DOG

"SOUND YOUR HORN BEFORE GETTING OUT OF YOUR CAR" IS A GOOD RULE FOR HOME SUPERVISORS MAKING HOME VISITS--UNLESS THEY ARE SURE THERE ARE NO DOGS ON THE FARM. ONE HOME SUPERVISOR WAS PAINFULLY BITTEN AND SCARRED BY A DOG WHICH BARKED, THEN RAN BEHIND HER AND SANK HIS TEETH IN HER LEG. FORTUNATELY, THE COUNTY HEALTH NURSE WAS WITH HER, AND ADMINISTERED FIRST AID. LATER SHE OBTAINED TREATMENT FROM A PHYSICIAN, AND WAS NOT KEPT FROM WORK. NOW SHE HONKS HER HORN TO SUMMON THE FAMILY WHEN DRIVING INTO A YARD, AND CARRIES A SMALL CLUB IN HER CAR TO WARD OFF UNFRIENDLY DOGS.

ANOTHER HOME SUPERVISOR WAS BITTEN, AS SHE STOOD TALKING TO A BORROWER'S WIFE, BY A DOG WHICH SUPPOSEDLY WAS TIED UP. THE DOCTOR ADVISED THAT THE DOG BE WATCHED CLOSELY FOR SIGNS OF RABIES FOR A PERIOD OF TWO WEEKS.

FIRE PREVENTION

AS A GENERAL RULE, FIRE STRIKES WHEN EVERYONE HAS GONE HOME FROM WORK; IN THE HOME ITSELF, FIRE BREAKS OUT MOST FREQUENTLY WHEN THE OCCUPANTS ARE AWAY OR ASLEEP.

IN SUCH CASES, A CONFLAGRATION HAS A GOOD HEAD-START BEFORE IT IS DISCOVERED, AND CAUSES HEAVY DAMAGE BEFORE IT CAN BE EXTINGUISHED. THE PROCESS OF EXTINGUISHING A FIRE ALSO CREATES HAVOC WITH PRIZED POSSESSIONS AND PROPERTY. THE MORE START THE FIRE HAS, THE MORE DAMAGE IS DONE BY BOTH THE FIRE AND THE EXTINGUISHING AGENTS.

FROM THIS WE DEDUCE THE FACT THAT FIRE PREVENTION IS MORE IMPORTANT THAN ANY SINGLE FACTOR OF FIRE FIGHTING. INSURANCE COVERAGE WILL MITIGATE THE TRAGEDY OF PROPERTY LOSS, TO A CERTAIN EXTENT, BUT FIRE DOES MORE THAN DESTROY PROPERTY. IT SUSPENDS EMPLOYMENT, HOLDS UP PRODUCTION, AND BREAKS DOWN MORALE. ALL THESE ARE WORTH MONEY, THOUGH THE LATTER CANNOT BE FIGURED IN DOLLARS AND CENTS.

THE BEST WAY TO FIGHT FIRE, THEN, IS TO PREVENT THAT FIRE FROM BREAKING OUT. MANY FIRES ARE CAUSED BY IMPROPER ELECTRIC WIRING; THIS TYPE OF PREVENTION IS A JOB FOR EXPERTS, AND DOES NOT CONCERN THE ORDINARY WORKMAN, AS HE IS NOT CALLED UPON TO INSTALL ELECTRIC WIRES OR FIXTURES.

* * * * *
* SAFETY DOESN'T COST YOU ANYTHING *
* UNTIL YOU FORGET IT *
* * * * *

HE IS CONCERNED, HOWEVER, WITH THE HOUSEKEEPING OF HIS PARTICULAR BATTLE GROUND IN HIS STRUGGLE FOR A LIVING. GOOD HOUSEKEEPING CAN PREVENT THOUSANDS OF FIRES WHICH BREAK OUT YEARLY IN PILES OF RUBBISH AND STORES OF COMBUSTIBLE MATERIAL. POOR HOUSEKEEPING CAN ROB A MAN OF HIS JOB, HIS WAGES, AND HIS VERY LIFE.

(FROM YE SAFTIE CRIER)

PASTOR'S SERMON IS
EXTINGUISHED BY
PARSONAGE FIRE

THE REV. HOWARD MCDADE WAS PREACHING HIS SUNDAY SERMON IN THE ASBURY METHODIST CHURCH WHEN THE FIRE SIREN SOUNDED.

THE MINISTER CONTINUED PREACHING AS FIREMEN IN THE CONGREGATION LEFT. SOON ONE OF THEM RETURNED AND WHISPERED TO MR. MCDADE, "THE PARSONAGE IS ON FIRE...A CHIMNEY BLAZE."

THAT ENDED THE SERMON.

(FROM ASSOCIATED PRESS
RELEASE)

HONESTLY, NOW!!

WE DARE YOU TO RATE YOURSELF BY CHECKING "YES" OR "NO" OPPOSITE EACH OF THE FOLLOWING QUESTIONS. YOUR ASSUMED BASIC HONESTY SHOULD PROMPT YOU TO BE FAIR IN YOUR ANSWERS, BUT THERE'S NO SENSE IN CHEATING ANYWAY. IF YOU WIN, NOBODY

GIVES YOU A MEDAL OR EVEN A PAT ON THE BACK; IF YOU LOSE, JUST BE GLAD YOU LOST HERE ON PAPER AND NOT ON THE HIGHWAY.

1. DO YOU EVER DASH OUT OF YOUR HOME OR PLACE OF BUSINESS AND CROSS THE STREET THEN AND THERE WITHOUT GOING TO A CORNER?

2. DO YOU EVER START ACROSS THE STREET ON THE STOP OR CAUTION LIGHT?

3. DO YOU EVER WALK ON THE HIGHWAY ON THE RIGHT SIDE WITH YOUR BACK TOWARD TRAFFIC?

4. DO YOU EVER JUMP OFF A STREET CAR AT THE REAR, STROLL AROUND THE BACK END AND CROSS THE STREET TO THE OTHER SIDE?

5. DO YOU EVER WALK ACROSS THE STREET ON A BITTERLY COLD DAY WITH YOUR COAT COLLAR UP AROUND YOUR EARS AND EYES, OR IN THE RAIN WITH YOUR HEAD BURIED UNDER AN UMBRELLA SO THAT YOU CAN NEITHER SEE NOR HEAR ONCOMING CARS?

6. DO YOU FAIL TO JUDGE WITH ANY DEGREE OF ACCURACY THE SPEED OF AN APPROACHING CAR AS YOU WAIT TO CROSS?

NOW CHECK YOURSELF.....

SIX "NO" ANSWERS IS PERFECT. GO BUY YOURSELF A NEW COAT BECAUSE YOU'RE NOT GOING TO NEED EXTRA CAPITAL FOR HOSPITAL

BILLS. FOUR "NO" ANSWERS MEANS YOU'RE ON PAROLE. IF YOU CAN'T DO SOMETHING TO IMPROVE YOUR STANDING IN THE PEDESTRIAN WORLD, YOUR TIME WILL COME--AND SOON. TWO "NO" ANSWERS SHOULD MAKE YOU HANG YOUR HEAD IN SHAME. YOUR DAYS ARE NUMBERED; YOU'LL BE ONE OF THE NEXT TO GO. ALL "YES" ANSWERS PUTS YOU IN THE CLASS WITH THE WALKING DEAD. YOU MAY NOT EVEN HAVE TIME TO FINISH THIS, BUT IF YOU DO, YOU'LL LEARN THAT WHILE TODAY YOU MAY STILL BE WALKING TOMORROW YOU MAY JUST BE STILL.

(FROM THE TRAVELERS)

PRACTICE DEFENSIVE DRIVING

YOU CAN'T PREDICT WHAT THE OTHER FELLOW IS GOING TO DO, SO KEEP A SHARP EYE ON THE TRAFFIC COMING TOWARD YOU ON THE ROAD. A HOME SUPERVISOR RECENTLY WAS HURT IN A HIGHWAY ACCIDENT WHICH SHE SCARCELY COULD HAVE PREVENTED. TWO CARS WERE COMING TOWARD HER. THE SECOND DRIVER TRIED TO PASS THE FIRST, THEN DREW BACK INTO HIS LANE, APPLIED THE BRAKES HARD, AND RAN TWO WHEELS OFF ON THE SLIPPERY SHOULDER. THE CAR SWERVED, STRUCK THE SUPERVISOR'S CAR ALMOST AT A RIGHT ANGLE, AND TURNED IT OVER SEVERAL TIMES. THE DAUGHTER OF A BORROWER DROVE THE SUPERVISOR TO A HOSPITAL, WHERE HER LEG WAS FOUND TO BE BADLY CUT.

* * * * *

* THERE'S A SAFE AND UNSAFE WAY *

* OF DOING EVERY JOB *

* THE UNSAFE WAY ISN'T WORTH TRYING *

* * * * *